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## INFORMATION REPORT

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SUPPLEMENT TO  
REPORT NO. [REDACTED]

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1. Intermediate and elementary maritime training in the Ministry of the Merchant Fleet (MMF) is given in a series of schools as follows:
- There are about a dozen navigation schools (Morekhodnoye Uchilishche) which annually train some 1,200 individuals for elementary technical positions such as ship mechanics third class and coastal shipping navigators.
  - Some 15 maritime training schools (Shkola Morekhodnogo Obucheniya) annually train about 1,700 students for positions such as first and second class sailors and maritime mechanics.
  - A number of schools, organized by the steamship companies, offer varied training for their low ranking personnel, such as mechanics third class or coastal shipping navigators, in order to prepare them for promotion to the next higher rank.

Navigation Schools

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2. In 1944 the navigation technical schools were abolished and their place was taken by the navigation schools and the higher navigation schools [REDACTED] nine navigation schools which accepted a total number of 1,210 students in 1950 and 1,320 in 1951. These schools train technicians in such subject

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as elementary marine engineering, navigation, radio, and shipbuilding. There are some variations between the schools, as will be seen from the list given below.

3. I believe that the following navigation schools are the largest and the best, although there might be a few additional ones:

- (a) The Odessa navigation school is located on Rishel'ye Avenue. The head of the school is Zakharov (fnu), Captain, MF, First Class. Training is offered to technicians in the following branches: navigation, Diesel mechanics, radio, port loading equipment (cranes, hoists, etc).
- (b) The Baku school trains technicians in the same branches.
- (c) The Rostov on the Don school prepares technicians in navigation, Diesel and steam engine mechanics, elementary management tasks, radio techniques, port loading equipment.
- (d) At Kherson the school prepares for navigation, Diesel mechanics, port loading equipment.
- (e) The school at Nikolayev on the Amur was probably transferred recently to Kholmsk on Sakhalin. It prepares technicians in navigation, steam engines, radio, and some other subjects.
- (f) The Batumi school teaches navigation, Diesel mechanics, radio mechanics, electro-mechanics and port loading equipment.
- (g) The school at Arkhangelsk trains specialists in the fields of navigation, steam engines and steam turbines, radio, shipbuilding, and elementary management.
- (h) The Astrakhan school is located in the suburb Tsarev. The head is a retired rear admiral by the name of Shilov (fnu). It prepares in navigation, Diesel mechanics, shipbuilding and ship repair, hydro-technics.
- (i) The Tallinn school teaches navigation, steam engine and steam turbine mechanics, shipbuilding and hydro-technics.

4. [REDACTED] the following details about these schools:

- (a) Entrance requirements are seven years of previous education, physical fitness for maritime service, and a clean police record.
- (b) The course at all navigation schools lasts three and a half years.
- (c) The students receive an allowance of 50-60 rubles per month and are furnished free room and board, uniform and clothing, and books. The daily life and work in these schools are organized on a military-naval pattern. Students are divided into companies and wear inverted chevrons on their blouses, one stripe for each year of attendance, to denote their class. When going out, they wear caps with the name of the school on them.
- (d) During the summer, students undergo three months of practical training. Student mechanics spend two summer training periods on ships and the third period in shipyards. Student navigators have two periods of sailing practice, and one in navigation instruments shops, wherever such shops are available.
- (e) After completing their course all students, except those in navigation, are given a subject for dissertation. Student navigators have to pass a state examination. The students who fail to obtain satisfactory results, an average of 20 per cent, are inducted as sailors in the Navy. The successful ones are given diplomas according to their specialty, as follows:

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- (1) Coastal shipping navigators (Shturman Malogo Plavaniya)
- (2) Ship mechanics 3rd class (Sudomekhaniki 3 razryada)
- (3) Graduate technicians in their respective branches.

(f) On graduation day students are given ranks as junior lieutenants, MF, and reserve commissions in the Navy for the same ranks.

5.

the discipline to which they were subjected. the following details:

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- (a) Every weekday morning at 0800 the students, accompanied by a naval band, were marched from their barracks to the building where they had classes. They marched back for dinner at 1500, left their barracks again at 1700 for further instruction, and returned home in the evening at 2100.
- (b) The students were usually free on Saturday afternoon and on Sundays. They were required to wear the uniform at all times and, except for the last-year students, had to keep their hair closely cropped.
- (c) All students, like military personnel, were obliged to carry special identification passes when on liberty and to adhere strictly to the rules of military courtesy. Any officer of the Army, Navy, or Merchant Fleet who did not receive proper deference from merchant fleet students or from enlisted personnel visiting the city could, and frequently did, write the breach of discipline on the individual's pass and order him to return to his unit.
- (d) There were no set punishments for violations of military courtesy. Disciplinary action depended on the individual commanding officer. For intoxication, 15 days in prison was not considered too severe. In other cases the offender might forfeit part of his pay or the whole.
- (e) In 1949 a crime wave broke out in Astrakhan, which usually took the form of assaults on pedestrians during the late evening hours. Some merchant fleet students and many visiting seamen were involved in such incidents, which occurred frequently until 1951, when they subsided to a large extent. In general, however, the students knew that their fate lay almost entirely in the hands of their commanding officer and they were afraid to commit any breaches of discipline. This feeling was particularly strong among students of the navigation school, since they were actually officer candidates.

#### Maritime Training Schools

6. These schools were known as Shkola Yung until 1945, when they were reorganized and called Maritime Training Schools (Shkola Morekhnodnogo Obucheniya). Until 1948 they were subordinate to the Ministry of Labor Reserves (Ministerstvo Trudovyykh Reservov) but in that year they were transferred to the MMF.
7. Maritime training schools have the task of training recruits for lower positions in the merchant fleet, such as first and second class steam engine mechanics (mashinist), Diesel engine mechanics (motorist), and stokers. I believe that there are about 15 such schools and that the annual contingent in each is about 100-120 students. I know that there are maritime training schools in Leningrad, Astrakhan, Baku, Nikolayev on the Bug, and in Nikolayevsk on the Amur.

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8. [REDACTED] the following details on these schools:

- (a) Students are accepted at the age of 14-15 years and the course lasts two years. Although there are no strict requirements as to previous schooling, normally only those who have four or five years of education are accepted. Completion of a maritime training school rates as the equivalent of seven years of education.
- (b) The curriculum of these schools is very similar to that of the FZO (Fabrichno-Zavodskogo Obucheniya - Factory training school) but they are considerably more popular. In summer the students spend several months on ships, and get practical experience in their future jobs.
- (c) The schools are organized and operated on a naval pattern. Students wear the merchant marine fleet uniform; room and board, clothing, and books are furnished free. In addition the students receive a monthly allowance of 30-40 rubles.
- (d) About five per cent of the best students are granted the right to continue their education in navigation schools.

#### Company Training Schools

- 9. About 1940 a number of schools were organized by steamship companies to train low ranking marine personnel for higher jobs and to give newly-assigned civilians basic training in their tasks. These schools are usually referred to as company training schools (Uchebno-Kursovyye Kombinaty). Many steamship companies have their own schools and those which for any reason do not have them are authorized to send their personnel to the schools of some other company. In such cases a lump sum, depending on the number of people sent, is paid to the company which makes instruction available.
- 10. The instructors at these schools, normally three or four, are company employees who are paid about 20 rubles per hour out of company funds. The complete course, spread over three years, lasts nine months and is usually given in separate periods, during the three winter months, when the navigation season is closed. Students retain their normal salaries, although not above 600 rubles per month, during their study periods.
- 11. As a rule, the following courses are given:
  - (a) A basic trade course (Kadr Massovykh Profesiy) is given for sailors, stokers, mechanics (mashinist and motorist), radio operators, boatswains, pilots (lotsman), which are considered as floating personnel. Training is also given for shore personnel in lower positions, such as sheet metal workers (kotel'shchik), tackle workers (takelazhnik), and welders. Individuals attending these courses are trained in their own fields and qualified for higher positions in the same branch. A stoker second class, for instance, will get the necessary training to become a stoker first class.
  - (b) The elementary commanding element course (Sredneye Komandnoye Zveno) is usually broken down into two groups, as it was in Reydtanker, [REDACTED]
  - (1) Floating personnel: This group was composed of mechanics third class, coastal shipping navigators (shturman malogo plavaniya), skippers of vessels up to 200 register tons, barge skippers, donkermans (persons in charge of loading and unloading equipment on oil tankers and barges equipped with pumps), and others.

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- (2) Shore personnel: This group consisted of oil receptionists (priyemo-sdatchiki), assistant dispatchers, and others.

12. Students in both groups received basic training and training to satisfy the requirements for promotion. The entrance requirements for the elementary commanding element group are seven years of education and practical experience in the merchant fleet. When the students have completed their course they must take a state examination given by the board of harbor inspectorate (portovyy nadzor), ie, an agency which is independent of the company which runs the school. Successful students are given certificates which, after one or two years' service in the position for which they have qualified, are replaced by diplomas.
13. Every winter about 200 lower rank employees of ReydTanker attended these courses. In the commanding element group there were about 60 students from our company which represented four or five per cent of the entire company personnel serving in lower ranks. No more than 60 or 70 per cent of the students completed the course satisfactorily. Those who failed were given the right to attend the same course in the following year.
14. There is another type of training which is frequently given in the merchant fleet as a substitute for company training schools. It is the so-called individual (individual'noye) or brigade (brigadnoye) training conducted on ships and in shops. It is given by an experienced skipper, navigator, or mechanic who is willing to train a single or two to eight (brigadnoye) of his subordinates on the job and during off-duty hours. Such instructors receive a bonus from the shipping companies according to the number of students whom they train. At the end of their training the students have to take an examination before a board made up of harbor inspectorate representatives. If they are successful, they are granted the same rights as those who have completed the course in the company training schools. On-the-job training can be taken as a substitute for either the basic trade course or the elementary commanding element course.
15. In the last few years there has been a tendency to abolish the company training schools because their popularity means a serious competition for the navigation schools. The latter actually turn out better educated and better trained personnel than the company schools.

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